

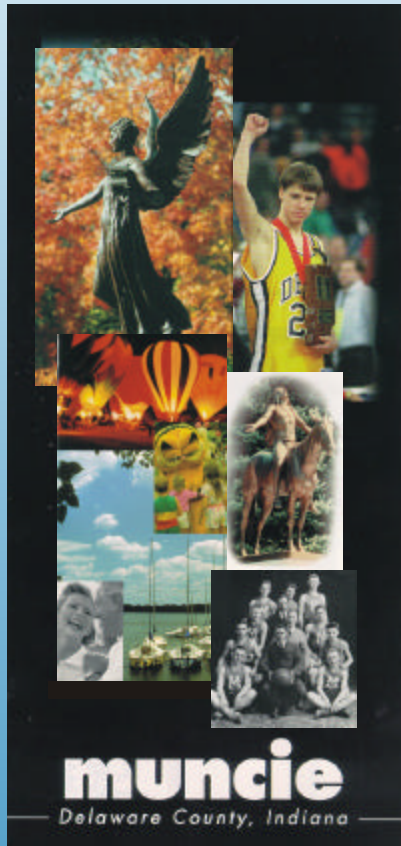
An Enhancement Plan for the McGalliard Road / State Road 332 Corridor

*An outgrowth of the 2000 Muncie - Delaware County Comprehensive Plan
Prepared for the Delaware-Muncie Metropolitan Plan Commission - Spring 2001*

HNTB

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1. Acknowledgements

McGalliard Road / State Road 332 Corridor Enhancement Plan: The Gateway to Muncie / Delaware County

1. Acknowledgements

Foreword

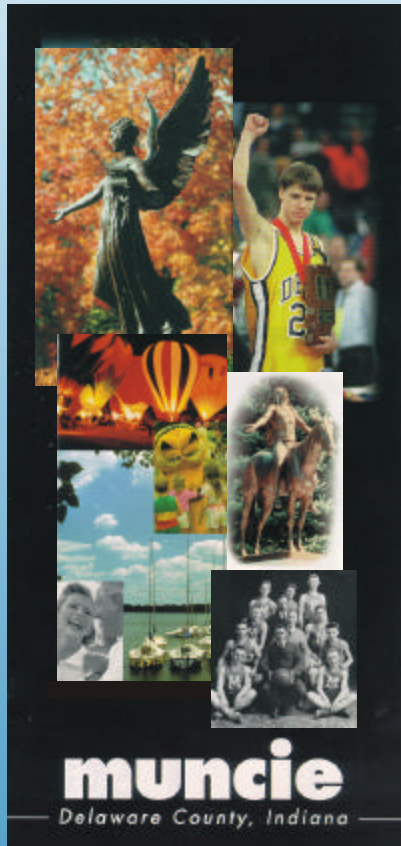
This plan is intended to establish the key guidelines and basic design guidelines for the McGalliard Road / State Road 332 Corridor as well as other corridors throughout Muncie and Delaware county that are designated as future enhancement corridors. The key findings and recommendations included as part of this plan provide a framework for the physical and functional enhancement of the McGalliard Road / State Road 332 Corridor. Elements included in this plan are intended to maintain and improve the quality of development and general roadway appearance. It is intended that the enhancement of this corridor, as well as future corridors throughout the area, will enhance the overall image and provide a stronger sense of community.

The recommendations and guidelines set forth in this plan are structured to be flexible enough to accommodate potential unforeseen changes, yet remain specific enough to guide detailed design and construction projects along the corridor as funding sources become available.

This plan would not have been completed without the support and many hours of discussion with representatives from the Corridor Steering Committee, city staff and citizens of Muncie / Delaware County. The contribution of the many people involved is greatly appreciated.

The following individuals served on the Corridor Steering Committee:

Doug Bakken* Ball Brothers Foundation	Tom Kinghorn* Ball State University	Jerry Wise* Developer	2001 Delaware-Muncie Metropolitan Plan Commission John Bultman, President
John Bowles Star Financial Bank	Steve Maines Developer/Property Owner	Marta Moody* Delaware-Muncie Metropolitan Plan Commission	Tom Jarvis Chuck Leonard Sue Leonard
Dan Canan* Mayor, City of Muncie	Sam Morrison Delaware-Muncie Metropolitan Board of Zoning Appeals	Marjorie Zeigler Environmental Enhancement Project	Lance Lillie Harold Brown Stan Hiatt Richard Thornburg
Ed Conaster* 2000 County Commissioner	Ron Spangler Environmental Enhancement Project	2001 Board of Commissioners Ron Bonham James St. Myer Jack Stonebraker, Jr.	Deane Rundell Rickie Sipe Jack Stonebraker Bill Whitehead
Mark Crabb Muncie Visitor's Bureau	Dale Tschour Developer/Property Owner		
Stan Hiatt* City Engineer			* indicates members of Comprehensive Plan Steering Committee



2. Introduction

McGalliard Road / State Road 332 Corridor Enhancement Plan: The Gateway to Muncie / Delaware County

2. Introduction

Corridor Enhancement can Refocus Community Character

The McGalliard State Road 332 Corridor is not unlike many similar county corridors throughout the country. By the nature of the corridor development patterns, they have become the major links to and from our communities. The movement of our cities into linear corridors has been a result of the desire to achieve the balance of rural living with urban convenience. This ideal balance of rural and urban, or open space and development can only be maintained for a short time. The sprawling growth pattern has had strong implications to environmental, transportation linkages and economic systems, but also aesthetics and visual character.

Major corridors serve as the “front door” to our communities, and are viewed primarily from the vehicle. Often, these corridors lack the richness of detail associated with pedestrian-oriented spaces. Utilizing the natural environment, including woods, fields and water features, is essential to compliment the development because they provide the visual richness at a scale that matches the built environment. In areas where development has become so dense that the natural environment is removed from the equation, the character of the corridor is often a combination of competing features. Many communities are now faced with creating a new character that no longer relies on solely the enhancement or preservation of the natural environment, but the introduction of new elements to define, highlight, and unify these spaces.

The recognition that corridors play an important role in defining the image and aesthetics of a community is an important first step in creating a new statement. Establishing this new character for corridors requires an understanding of the tools available to create local aesthetics. There must also be an understanding that these aesthetics must appeal to an auto-oriented community.

An aesthetic corridor enhancement program provides the opportunity to allow communities to recast their image and improve their quality of life. Improvements to corridors can be designed to convey strong image-setting themes. This requires that the corridor be viewed as a large canvas on which carefully selected and designed visual elements are located. The palette of aesthetic improvements varies greatly, and the design of the physical elements should build upon unique visual character of the local community and the corridor itself.

2. Introduction



The Gateway to Muncie / Delaware County

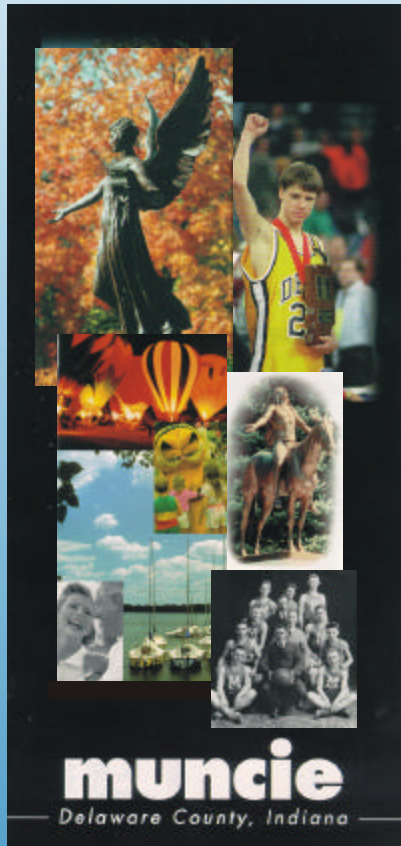
The McGalliard Road / State Road 332 Corridor is one of the most well traveled corridors within Muncie / Delaware County. The Corridor has a mix of urban (higher density commercial centers), suburban (big-box development) and rural (agricultural land) uses. Over time, the rate of development and mix of uses has created an uncoordinated corridor that fails to provide a strong sense of entry into the community. As an outgrowth of the 1999 Comprehensive Plan, the creation of a corridor enhancement program for McGalliard Road / State Road 332 would offer the opportunity to establish a prototypical corridor enhancement pilot project and improve the gateways into the community.



The objective of this study is to illustrate unified corridor enhancement strategies and policies in order to guide new development, the improvements of existing development and public right-of-way. The character of the corridor will continually evolve as the road is expanded to meet new traffic demands or as additional commercial buildings are constructed. Yet, growth in the future creates opportunities to promote high quality, innovative site and architectural solutions. These solutions should reinforce the desired character for the Muncie/Delaware County region through the promotion of a high quality design. To achieve this goal, a coordinated effort that involves the city/county, state highway department and individual developers/property owners is critical to implementation of a unified improvement project.



This corridor enhancement project is intended to exemplify the goals established in the 2000 Comprehensive Plan - protection of natural environment, improvement of the community's appearance, promotion of economic development, revitalization of existing urban areas, preservation of agriculture, containment of urban sprawl and implementation of thoroughfare improvements. Consequently, the enhancement design complements and reinforces the concept of clearly defined corridor districts that preserve the rural character and focuses development at the I-69 gateway, suburban and urban areas only, thereby protecting the thoroughfare's integrity and the desired community image.



3. Existing Conditions

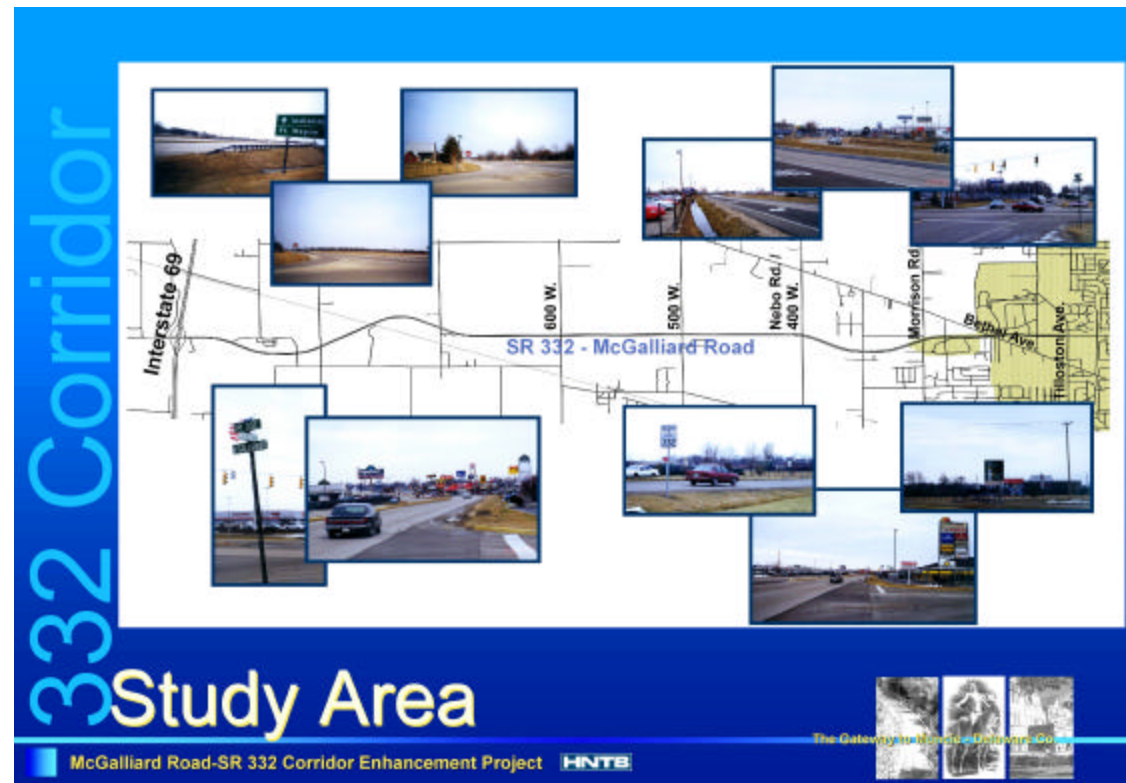
McGalliard Road / State Road 332 Corridor Enhancement Plan: The Gateway to Muncie / Delaware County

3. Existing Conditions

The Study Area

Today, the McGalliard Road / 332 Corridor is a heavily traveled 4-lane thoroughfare that includes a significant portion of the main commercial activity found in Muncie / Delaware County. The corridor study area (shown if Figure 1) is approximately 7 miles in length, extends from the interchange of Interstate 69 at the western boundary to Tillotson Avenue on the east. An inventory of the existing conditions was performed and recorded by photograph and video. Figure 3, Site Analysis, graphically illustrates the results of analysis of corridor components, such as road / R.O.W. width, general land-use patterns, future development planning, and signage.

Figure 1:
Corridor Study
Area



3. Existing Conditions

Special Features

The Special Features Plan, Figure 2, illustrates key intersections, landscape buffers, median changes and views. This plan also highlights the key zonal areas through which the corridor travels. The first zone is designated the gateway. This area encompasses the Interstate 69 interchange as well as the initial quarter-mile stretch of State Road 332. The longest zone along the corridor is the rural zone. Agricultural lands and several wooded areas dominate the character of this zone. The median of the corridor changes from a concrete barrier wall to a grass median. Several attractive vistas along with numerous large billboard signs dot the landscape of this portion of the corridor. The transition and suburban zone extends from 500 eastward to Morrison Road. Along this portion of the corridor, the land uses are dominated by existing or future large commercial developments. These commercial developments include significant surface parking lots adjacent to the corridor. There is a large grass median as well as significant right-of-way areas for enhancement. Future commercial development is proposed along this portion of the corridor that offers the opportunity to dedicate generous space for landscaping and streetscape improvements. The urban zone between Morrison Road and Tillotson Avenue contains the initial commercial strip development along the corridor. Development typically occurs right up to the corridor edge in this particular zone.

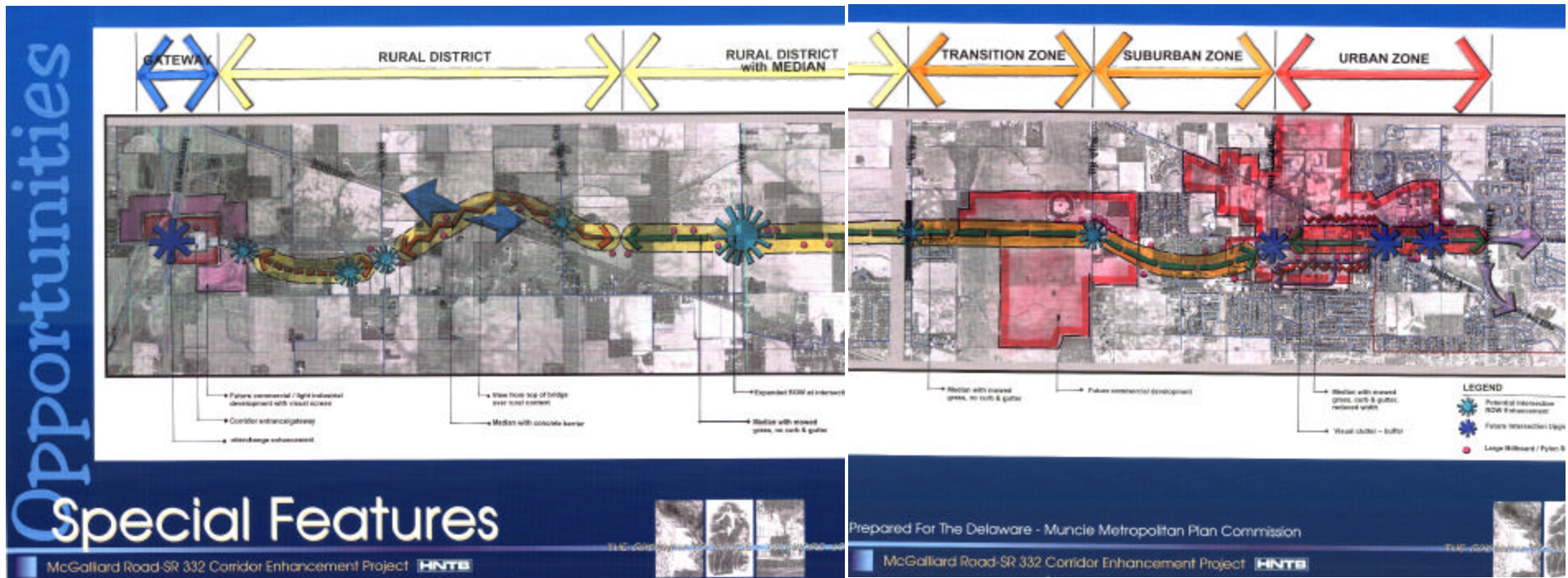
Corridor Land Use & Development Issues

In general, two basic elements were examined along the entire length of the corridor. These basic elements included 1) evaluation of development character and 2) identification of significant issues that affect visual character. The first involved establishing considerations important for corridor development and character roadway functioning. Development character for land adjacent to the right-of-way along the corridor was evaluated and used to determine:

- **Street Definition** – included an analysis of access and safety as well as visual appearance/aesthetics along the corridor. Access and safety issues that were examined included frontage roads design, future intersection upgrades / modifications, number and location of access points and pedestrian crossings. .
- **Architecture** – included identification of development type (big-box retail, strip malls and outlot development).
- **Land Use Suitability** – included examination of current and proposed conditions relating to both existing use of the land to its site and existing use of the property to adjacent land uses.

3. Existing Conditions

Figure 2:
Special
Features Plan



3. Existing Conditions

- **Numerous Curb Cuts** – The addition of individual curb cuts contributes to congestion and poor traffic flow, and creates an impression of disorganization. Limiting curb cuts for new development and combining curb cuts on existing developments should be reviewed.

The second element that was utilized to determine roadway character and function was the identification of significant issues that affect the visual character along the corridor. The visual character was evaluated on the following issues.

- **Appearance of Signage** – The type, placement and scale of signs contribute to poor appearance and a sense of the corridor being a long, advertisement. Generally, signage along the corridor is large, mounted on poles oriented to the traffic flow.

- **Architecture** – a visual review of the buildings along the corridor included condition of structures, building materials and type of use.

- **Frontage Roads** – The use of frontage roads occurs in the suburban and urban zonal areas. Frontage roads have been used along portions of the corridor. New development along the frontage roads needs to address both the access route off of the frontage road as well as the street presence along the 332 corridor.

Parking and Landscaping – Buildings and large surface parking lots located along the corridor have little or no vegetative plantings to buffer or soften development. This is especially true in the older built portions of the urban section where landscape standards were not as enforced as with more recent development. Parking lots without landscaping, or with very minimal landscaping, occupy large areas or entire parcels and this portrays a sense of underutilization.

Lighting - Limited lighting existing along majority of corridor - mainly at intersections and interior parking lots.

Figure 3 on the following page identifies major existing conditions as well as some of the significant roadway character and development issues along the corridor.

3. Existing Conditions

**Figure 3:
Existing
Conditions
Inventory**

